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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S)  
APO 96307

AVGS-B

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1966  
(RCS CSFOR-65) Headquarters 34th General Support  
Group (AM&S) [U] ②

11 15 Aug 1966

12 38 p.

THRU: Commanding General  
United States Army, Vietnam  
APO 96307

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19 OT-RD-660284  
Commander in Chief  
United States Army, Pacific  
APO 96558

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TO: Assistant Chief of Staff for Force Development  
Department of the Army (ACSFOR, DA)  
Washington, D.C.

(U) Under the provisions of United States Army, Vietnam (USARV) Regulation Number 870-2, dated 19 July 1966, the following report is submitted in two sections.

SECTION I

SIGNIFICANT ORGANIZATION ACTIVITIES

1. (U) MISSION: The mission of the Headquarters, 34th General Support Group (AM&S) is to provide command and control of assigned and attached combat service support units performing the aircraft maintenance and supply, to include avionics and air armament, mission in Vietnam.

2. (U) ORGANIZATION:

a. General Order Number 6, Headquarters, United States Army, Pacific, dated 17 January 1966, established Headquarters and Headquarters Company, 34th General Support Group (AM&S) under TOE 29-102F as modified (see Operation Report on Lessons Learned for period ending 30 April 1966).

b. The 143d Signal Detachment was assigned to the 34th Group

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effective 1 July 1966 by United States Army, Vietnam, General Order Number 4243, dated 28 June 1966. This detachment was further assigned to the 14th Transportation Battalion effective 1 July 1966 by General Order Number 17, this Headquarters, dated 8 July 1966. The organization of the 34th Group at the end of July is shown at Tab 1. The disposition of the 34th Group in Vietnam is shown at Tab 2.

c. At the beginning of this quarter, the Group Headquarters was organized as shown at Tab 3. A study was conducted and the Group Headquarters was reorganized under the directorate concept (Tab 4). This reorganization decreased the span of control of the commander. Additionally, certain functions and corresponding number of personnel were transferred to the Aviation Materiel Management Center (AMMC) (Tab 5). This reorganization became effective 19 June 1966.

### d. Headquarters Facilities.

(1) Commanding General, United States Army Military Assistance Command, Vietnam, directed that units and individuals occupying leased private property in the Saigon/Cholon areas make provision for relocating to Tan Son Nhut or elsewhere out of metropolitan Saigon/Cholon area. This Headquarters occupied four privately owned buildings which were leased through Saigon Logistics Area Estate Office. The first building (450 Truong Minh Giang) was utilized as troop billets, the second building (412 Truong Minh Giang) was utilized as the Group Headquarters and troop billets, the third building (43K Vo Di Nguy) was utilized as a school (Army Aircraft Mobile Technical Assistance Program) and troop billets. The fourth building (175-177 Truong Minh Giang) was and is still being utilized as a BEQ for senior NCO's.

(2) When USAFV Headquarters relocated to new permanent buildings at Tent City Bravo, Tan Son Nhut, the vacated compound was programmed for joint occupancy by this headquarters and the 1st Aviation Brigade. Relocation by this headquarters commenced on 10 June 1966 and was completed by 1 July 1966.

(3) During the first month of occupancy, three of the four privately leased buildings were returned to Saigon Logistics Area Real Estate Office, and the troops were relocated to Tan Son Nhut. As messing facilities became available, (consolidated mess operated by Headquarters and Headquarters Company) COLA and RNA Allowances were withdrawn from troops. As the relocation progresses to the final phase, all elements of this headquarters, to include all troops, will be located on Tan Son Nhut. The remaining leased building is scheduled to be returned to Saigon Logistics Area Real Estate Office prior to 30 August 1966.

(4) As a result of the move to Tan Son Nhut, the administra-

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tive problem of transporting the troops from billets to mess and to their work area was eliminated.

3. (U) PERSONNEL:

a. This Headquarters forwarded a complete listing of all units, both provisional and TOE, to Headquarters, USARV, ATTN: G1, on 24 May 1966 in an attempt to reconcile the authorized strength of this command. This correspondence was processed and returned to this Headquarters on 21 June 1966 reflecting that provisional type units were not recognized as authorized and that personnel filling these slots are actually accounted for in other spaces of USARV units. The provisional units currently organized and assigned to 34th General Support Group (AM&S) are shown at Tab 6.

b. This command was authorized to establish the Aviation Materiel Management Center under the provisions of General Order Number 1314, Headquarters, USARV, dated 26 February 1966, and TD number P5 2500 04, dated 14 September 1965. Although this Headquarters has filled the personnel space directed in the General Order, the 2 officers, 2 warrant officers, and 11 enlisted men which were to come from USARV resources have never been filled.

c. The authorized strength of this command is as follows:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED MEN</u>
143	57	2902

d. The strength posture of this Group including authorized, provisional and TD spaces is:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED MEN</u>
155	65	2979

e. Critical MOS shortages are shown at Tab 7.

4. (C) PLANS AND OPERATIONS:

a. During the period covered, this Group prepared and forwarded a number of Modifications Table of Organization and Equipment (MTOE) to higher headquarters. Among these were:

(1) MTOE 55-66F. This MTOE aligned one non-COSTAR battalion headquarters (AM&S) with the other in-country battalion headquarters (AM&S).

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In addition, it eliminated the stock control function of the battalion. This function is performed by the Aviation Materiel Management Center (AMMC). This MTOE was approved by USAFV and is awaiting approval at United States Army, Pacific (USARPAC).

(2) MTOE 55-447F. In order to provide the rapid response required in aviation logistics, it is necessary to have a unit capable of performing the warehousing functions of receipt, storage and issue of aircraft parts to include avionics and air armament. This MTOE gives the in-country depot storage companies this capability, as well as providing a badly needed intra-depot transportation capability. This MTOE has been approved by Headquarters, USARPAC.

(3) MTOE 55-458E. One of the missions of the 34th General Support Group is to provide recovery of downed Army aircraft. At the present time the assets with which to perform this mission are not in the 34th Group. This MTOE will give the general support maintenance companies the ability to perform this mission on an area basis. CH-54 aircraft were requested for this mission; however, CH-47 helicopters are acceptable until such time as CH-54's become available. Also covered in this MTOE were increases for sheet metal, airplane and helicopter repairmen. This MTOE was approved by Headquarters, USAFV in June 1966.

(4) MTOE 55-500R (THKD). With one exception, all helicopter maintenance detachments (THKD) in Vietnam are in direct support of an aviation company (AHL). This one exception is the 398th Transportation Detachment (THKD) which provides direct support helicopter maintenance for a number of various headquarters authorized rotary wing aircraft. This MTOE readjusts LOS's within the detachment so as to obtain maximum utilization of individual skills. It also provides for one UH-1D helicopter to enable the detachment to move to a field location with necessary parts and supplies to provide on site maintenance. This MTOE was at Headquarters, USARPAC in July 1966.

(5) TD Aviation Materiel Management Center (AMMC). The TD, which has not yet been approved, authorizes a total of 259 personnel. The AMMC is charged with the responsibility of maintenance management of Army aircraft in AVF plus the programming, receipt, storage, accounting and issue of aircraft parts to include avionic and air armament. The TD provides for sufficient number and type skills to accomplish this mission; however, the AMMC is operating with a minimum number of personnel and equipment borrowed from many different units. At the present time the AMMC is not authorized to requisition qualified personnel by HCS. The AMMC will continue to operate with a handicap until this situation is corrected. This TD is now at DA for approval.

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b. The Director of Plans and Operations of this Headquarters has been charged with determining the maintenance requirements in support of the Army aviation force structure for RVN. Based on the proposed calendar year 1966 input of aviation units to RVN, it was determined that a total of eight direct support aircraft maintenance companies and three general support aircraft maintenance companies would be required. In addition, two depot supply companies, a depot maintenance facility (FAMF), three battalion headquarters (AM&S) and a group headquarters would also be needed. Two provisional aviation electronics support companies were added later and formed in-country. All of the programmed maintenance units have arrived in RVN, except for one direct support company and one general support company. These two companies were scheduled for arrival in August but were slipped by this Headquarters due to the lack of facilities and failure of the aviation population to materialize as originally planned. The general support company will arrive in-country about 30 September 1966, and the direct support company is scheduled to arrive in-country in July 1967.

5. (U) TRAINING:

a. Subordinated units utilize on-the-job training (OJT), informal instruction from contract technicians, and Army Aircraft Mobile Technical Assistance Program (AAMTAP) as required, and as available for the training of their personnel. The Group has used the conference method to disseminate the latest up-to-date information on aircraft maintenance and supply to include avionics and air armament. These conferences are held about every six weeks and representatives from all aircraft maintenance battalions, operating battalions and higher headquarters within RVN are invited to attend. These meetings have been highly successful. It is the intent that the conferees will have similar meetings within their subordinate units. By this method, the correct information reaches the lowest level with a minimum of "go betweens". Ample time is provided for the conferees to bring up and discuss their own peculiar problems.

b. In the technical end of training, the AAMTAP provides the most direct assistance to the aircraft mechanic. At present there are three classes in session: UH-1 airframe; CH-47 airframe; and the T-55 gas turbine engine. At the beginning of the period a T-53 gas turbine engine and a CV-2 airframe class were in session. The CV-2 airframe class was discontinued in RVN. During a change over in instructors, the T-53 gas turbine engine class has been inoperative for the past six weeks. Instructors for the T-53 engine and a second UH-1 airframe course should arrive and begin instruction on 8 and 15 August 1966, respectively.

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c. The AAMTAP School has completed its move to Vung Tau and has the facilities to accomodate classroom instruction and billeting and messing of the students. Previous correspondence to USARV stated a requirement for having two instructor teams in the UH-1 airframe; OH-47 airframe; T-53 gas turbine engine; and the T-55 gas turbine engine. The absence of those teams have a detrimental effect in the quality of the maintenance performed. Liaison with units by this Headquarters attest to the value obtained by the students from these courses. Early arrival of the requested additional teams will have a beneficial effect in the quality of maintenance to be performed in the Republic of Vietnam.

d. The output of the AAMTAP during the past quarter is shown below:

<u>CLASS</u>	<u>CLASS SIZE</u>	<u>LENGTH</u>	<u>NO. STUDENTS</u>	
			<u>GRADUATED</u>	<u>FAILED</u>
UH-1	21	2 Weeks	108	6
OH-47	21	3 Weeks	82	0
CV-2	11	3 Weeks	24	0
T-55	11	2 Weeks	60	3
T-53	11	2 Weeks	34	3
<u>TOTAL</u>			<u>308</u>	<u>12</u>

6. (U) AIRCRAFT MAINTENANCE:

a. The aircraft maintenance division activities during period covered were highlighted by a reorganization. Prior to the reorganization, the division began with a division chief with four branches. These four branches were authorized 5 officers, 3 warrant officers, and 15 enlisted men. The functions being performed were evaluated and it was found that numerous operational functions and statistical data processing could be more effectively performed by the newly organized Aviation Materiel Management Center currently operated by the 58th Transportation Battalion. In conjunction with a transfer of functions, 3 officer, 3 warrant officer, and 12 enlisted spaces were transferred in order that the 58th Transportation Battalion (AMMC) could adequately assume the work load. As a result of the reorganization, the aircraft maintenance division became a staff agency for all aircraft maintenance to include avionics and air armament. The functions and the responsibility of the maintenance division are shown at Tab 5.

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b.. Tasks accomplished during the period that contributed significantly to the aircraft maintenance program were:

(1) A corrosion control program for rehabilitation of USAFV, MACV U-8F utility transport aircraft was consummated with Air Asia, Taiwan through Headquarters, USARYIS, Okinawa. This program began 23 May with a total of 12 U-8F to be inducted. Attempts are now being made to induct U-8D aircraft from 509th Radio Research Group for the same maintenance. Action is now pending on this portion of the contract.

(2) Action was initiated to make the current contract with Air Vietnam repair facility more responsive by requesting some basic contract changes. In addition, it was found necessary to provide assistance to the USAFV, MACV Flight Detachment in the form of having periodic inspection performed by Air Vietnam. This was necessary to overcome a backlog of organizational maintenance due to arrival of a large number of U-8F aircraft during a short period of time. Successful completion of this project has allowed the overall availability of U-8 aircraft in the theatre to improve.

(3) Four draft regulations were completed and forwarded to USAFV G4 for necessary staffing, approval and publication. One has been published as of this date. Regulation titles and current status are as follows:

(a) Recovery and Disposition of Crash Damaged Aircraft was published 27 July 1966.

(b) Aircraft Depot Maintenance - USAFV G4 staffing for publication.

(c) Maintenance Float Aircraft - USAFV G4, coordination by other USAFV staff agencies.

(d) Depot Stock Aircraft - Coordination being accomplished at G4; no final action.

(4) The PTC-21 Army Aircraft Status Report was formalized by a USARPAC regulation and implemented by 34th General Support Group into a workable and useful maintenance management report. Coordination with USARPAC allowed the report to be submitted semi-monthly instead of weekly. A Letter of Instruction reflecting the proper manner of reporting was prepared for USAFV and forwarded to all reporting units.

(5) The DA Form 1352, Aircraft Inventory and Flying Time Status Report, consolidation has been completely mechanized with an overall result

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of providing more effective maintenance management data to all interested agencies in the shortest possible time frame. It was learned that the original program previously designed did not provide the data soon enough. With the review, analysis, and implementation of another machine program, an improved report soon resulted.

(6) Through the combined efforts of the 765th Maintenance Battalion, Transportation Movements Agency, and this Headquarters, all aircraft are now being off-loaded in South Vietnam. Previous operations required that large, fixed wing aircraft such as the U-8, CV-2, and OV-1 had to be off-loaded in the Phillipines and flown to South Vietnam.

(7) Three major aircraft depot maintenance programs are in existence. First, the depot exchange program which began in October 1965 still continues with one hundred percent program satisfaction on U-6A, U-1A and C-1 aircraft. The second is the UH-1B modernization program. Fifteen aircraft are being airlifted each month from Saigon, Qui Nhon, and Cam Ranh Bay direct to ARADMAC and placed into a production line IROAN program. The result to the theater will be the elimination of most of the older UH-1B models without decreasing fleet strength as aircraft density is being maintained with input of new production aircraft. The third program consists of evacuation of crash damaged aircraft. Numerous problems that were formerly experienced in removing these aircraft from the theater have largely been overcome. Through special coordination, one aircraft carrier was made available to remove a large backlog of this type equipment during May 1966. The following aircraft and components were returned in this manner:

2 U-8D	4 CV-2B
1 OV-1	2 U-6
1 OH-13	9 UH-1B
17 UH-1D	7 CH-37B
2 CH-47	

79,783 lbs of aircraft components.

Current emphasis on timely returns should prevent the theater from being forced to resort to a special surface lift again.

(8) Through the recent visit by personnel from United States Army Aviation Command (USAAVCOM), action has been taken to improve the distribution of urgent action technical bulletins. A direct line of communication now exists between the 34th General Support Group and USAAVCOM through

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which all urgent technical bulletins are furnished in sufficient quantities for immediate distribution. Under previous procedures operating units were not receiving urgent action technical bulletins in a timely manner.

(9) Numerous operational problems with CH-47 and UH-1 aircraft developed which required immediate action by the maintenance division.

(a) CH-47 combining transmissions were found to have output shafts which had excessive end play. A one-time precautionary inspection was required, and all transmissions found defective were removed and repaired in Republic of Vietnam by a designated Vertol Field Service Representative.

(b) CH-47 Engine Transmission experienced a catastrophic failure, and the entire fleet of aircraft were grounded to check the radial and axial play prior to the next flight. It was found that 30 transmissions were required to fill the requirements after the inspection.

(c) All UH-1B/UH-1D (Less 1965 Models) were required to undergo a tail rotor bearing inspection. 866 aircraft in the fleet were affected and normal availability rates were lower during 1st two weeks in June. However, expedited action by maintenance units precluded a major grounding problem.

(d) All UH-1B/540 rotor heads were required to be inspected if the head had accumulated over 300 flying hours. Numerous stabilizer bar support brackets were found cracked and required replacement.

(10) MWO Kit 55-1510-206-34/49 (self-sealing fuel cells on CV-2B).

(a) Several problems were encountered from the beginning of the program. This theater had some difficulty in attempting to determine whether or not all CV-2B aircraft physically had the structural provisions incorporated that would permit the installation of the kit. USAAVCOM was queried, at which time they provided RVN with serial numbers of aircraft which their records indicated would accept the kit. In addition they furnished further information that assisted in verifying this area by recommending a visual inspection rather than by removal of old tanks and checking the interior of the wing.

(b) Upon the initial installation of the new kit, it was determined that the old "O" rings in most cases could not be re-used. This resulted in an O2 priority requisition being placed with USAAVCOM for 4992 "O" rings to be used concurrently with the MWO installation.

(c) A few cells received were found to have seeps and leaks in them after they had been installed in the aircraft. In addition,

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other cells were found to have been mismarked i.e., cell #5 left hand was in fact cell #5 right hand. As a result this generated some excess cells and priority requisitions had to be submitted for replacements. The manufacturer will produce the replacement and spare cells after all complete kits have been manufactured.

(d) Receipt of the MWO kits in RVN has been very irregular. The original USAAVCOM message, dated 17 December 1965, indicated kits would be delivered during the period 31 December 1965 through 29 April 1966. A revised schedule was furnished by USAAVCOM message on 16 February 1966 indicating kits would arrive during the period 18 March with final delivery on 18 June 1966. On 12 July in the most recent schedule from USAAVCOM it was indicated that kits would be shipped as follows:

14 kits on 30 June 1966

14 kits on 14 July 1966

16 kits on 30 July 1966

→ As of 8 August 1966, 67 complete kits and 4 incomplete kits have been received in RVN. There still remain 30 complete kits and 4 incomplete kits due in to RVN. A Dynallectron Contract Team was provided by USAAVCOM to install the fuel coll kit; however, the team arrived in RVN well in advance of any kits. Utilization of this 20 man team, since MWO kits were not available, became a problem. After considerable messages and meetings, firm guidance was received from USAAVCOM and funds from USARPAC permitted use of the team to accomplish sheet metal repair as required pending receipt of kits.

(11) Residual blade inspection:

(a) The G3-47 residual blade inspection on aft rotor blades that have reached 600 hours will commence the week of 8 August 1967. Initial information from AVCOM was very limited regarding what the actual inspection would entail and what the bare requirements would be to permit this inspection to be accomplished under field conditions. The Boeing-Vertol team is presently at the 1st Cavalry Division and will be in that location until about 1 November 1966. Upon completion of the 1st Cavalry's aircraft, the team will move south to Vung Tau or Phu Loi to conduct the inspection on the 147th and 178th Aviation Companies. It is envisioned that the team will be in RVN a minimum of six months.

(b) On future inspections, closer coordination must be effected as considerable time has been lost attempting to locate items of equipment that were shipped from CONUS, but misplaced prior to reaching ultimate destination. The personnel accompanying the equipment must have accurate documentation that will enable this Group to effect appropriate tracer action in the event equipment gets misplaced.

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(12) Fiscal year 67 contract renewals.

(a) Considerable dissonance was experienced at the close of FY 66 among contract technicians within RVN. Identification and privilege cards issued previously according to FY 66 contracts, in most cases, had a termination date of 30 June 1966. As a result, effective 1 July 1966, the contract technicians needed to have identification and privilege cards re-issued. Due to the absence of firm information indicating that all contracts would be extended or new contracts awarded, considerable delay resulted in issuing cards. Coordination effected between this Headquarters, USAFV G1, and MACV J1 eventually authorized the re-issue of identification and privilege cards to these personnel.

(b) This headquarters recently submitted a revised requirement for FY 67 contract technicians within RVN. To date, very few new contract technicians have arrived to fill the slots generated by these revised requirements. The latest information available indicates that FY 67 contract technicians will be retained through 30 December 1966. At this time it is not known whether the contracts will be extended beyond 31 December 1966.

(c) The current status of contract technicians furnished under USAFVCOM contract is shown at Tab 8.

(13) Utilization of floating aircraft maintenance facility (FAMF) as a method of obtaining laboratory service has increased the commands capability for analysis of material failure occurring in aircraft parts. On two recent occasions, answers to urgent queries resulted in command wide action that would not have been possible if the part had been sent to CONUS. On both occasions immediate knowledge alleviated the requirement to ground aircraft. Continued use of this facility will achieve results not possible before.

(14) Non-provisioned structural repair procedures. Procedures have been established to acquire CH-47A non-provisioned structural repair parts. In coordination with USAFVCOM and CH-47 Project Managers Office, AMC, a color book method is now being used. Each time damage is sustained to a CH-47 in a location which cannot be identified in the normal repair parts manual, the color book provides exploded diagrams of all areas of the CH-47. The parts required are colored-in and the completed diagram is sent to CONUS with a valid requisition number utilizing Red Ball procedures. The manufacturer (Boeing-Vertol) is given the diagram and from this the necessary structural repair parts are fabricated and shipped to the maintenance activity responsible for the repair.

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(15) Maintenance evaluation and assistance program. An inspection program has been developed and forwarded to USARV to establish a standing team which will conduct aircraft maintenance inspections on all aviation units in RVN. This team will be sponsored and maintained by the 34th Group but will have the authority of Headquarters, USARV to conduct the inspections. It is envisioned that every Army unit operating aircraft will be inspected annually.

c. The maintenance deadline rate indicated a slight decrease during the period. Significant shortages of spare parts and excessive cannibalization have contributed to the aircraft not operationally ready due to maintenance since excessive man-hours are required when cannibalization is used. There are no significant backlogs in maintenance which cannot be overcome. Sufficient maintenance capability exists to adequately maintain assigned aircraft. Two problem areas exist in the management of the aircraft maintenance.

(1) Establishment of theater configuration control. Increases of personnel in the AMMC by Dynalotron EAM operators during late July should enable the AMMC to begin a program to establish what the status of modifications are required on all assigned aircraft. This program will require a one-time physical inventory of all aircraft and placing this information in a data bank and matching on hand MWO kits with requirements and further ordering those MWO kits not on hand in RVN from COMUS sources. Included in this program will be a reconciliation with the USARVCOM master listing of MWO's.

(2) Utilization of TAERS data. At the present time all records and information being generated through the Army Equipment Records System is being forwarded to USAIRPAC for processing. Increased man power, as requested in TD for AMMC, is required to machine process this information. As personnel become available and machine capability increases, the information concerning failure rates and maintenance hours per flying hour can be reviewed and will result in more efficient programming.

### 7. (U) AIRCRAFT SUPPLY:

a. The reorganization of Group Headquarters into functional directorates resulted in a delineation of the responsibilities of the aircraft supply division under the Director of Materiel. This division is headed by an air logistics officer, (includes aircraft, avionics and air armament), rather than an aircraft supply officer, and the functions and the responsibilities of this division are shown at Tab 5.

b. During the report period, action was taken by this headquarters

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to establish an Aircraft Supply Evaluation and Assistance Team to visit all Army aviation units in Vietnam. Recommendations were submitted to the Commanding General, USARV as to the composition, mission, functions, and authority essential to full team effectiveness. This action resulted in formal establishment and implementation of the proposal by Headquarters, USARV as shown at Tab 9.

c. The USARV program for retrograde movement of reparables to CONUS was published in May 1966. The Group implementation plan was published in June 1966, to include evacuation of components to in-country general support repair facilities (to include Air Vietnam and FAMF). A monthly report of all reparables evacuated to CONUS is submitted by direct support companies and the AMMC. Copies of the report are forwarded through USARV to USARPAC and DA. Subsequent to publication of the reparables program, considerable emphasis has been placed by this Headquarters on enforcement of time allowances, priorities, proper marking and packaging, preservation, historical records, correct addressing, and all other actions to expedite retrograde. Command emphasis is continuing. Priorities have now been confirmed as priority "1" for return of all aircraft components to CONUS and RDD's assigned are from AR 710-712.

d. A representative of AVCOM arrived in-country in July to instruct direct support company aircraft supply personnel in the operation of the 026 Key Punch and flexowrite equipment. This equipment is now being installed in the seven DSU's of the 34th Group with a target date for completion of early September. Use of this equipment is expected to reduce workloads now imposed by manual requisition preparation.

e. A CH-47 team, headed by the Chinook Project Manager, with representatives of AVCOM, Boeing-Vertel and this Headquarters, visited all CH-47 operating units and supporting units during June 1966. Purpose was to identify those areas where improvements could be made to accelerate supply support or reduce maintenance problems. Results of the visit are still being evaluated and actions to resolve problems are being taken. Approval of a direct requisitioning channel to AVCOM from the AMMC for all CH-47 requisitions, by-passing intermediate ICP's, is expected to result in more expeditious delivery of all items, but more especially, items which are in world-wide critical shortage.

f. Aviation materiel management personnel specialties included in the TD of the AMMC have been evaluated to determine if the qualifications of personnel presently assigned are commensurate with actual requirements. This review has clearly shown that officer personnel and senior non-commissioned officers are not specially trained to function as materiel managers of aircraft, avionics or armament items. This situation has resulted

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in an in-country requirement to train selected officers and non-commissioned officers to perform these vital functions. The specific spaces involved have been indentified to USARV with accompanying recommendations that DA and CONARC consider an expansion of the CONUS training base to provide the skills required.

g. Zero balances of the Aviation Materiel Management Center averaged 29% for aircraft parts, 73% for avionics and 52% for air armament items during the report period. The rate for avionics and armament is abnormally high because the ASL's were only established 1 May 1966. Parts requisitioned to fill the ASL are being received and zero balances rates have a lowering trend. Efforts to improve zero balances of aircraft repair parts through standard supply channels have not proven effective. Thirty thousand requisitions were received by USAAVCOM in May 1966 with document dates from January 1966 to March 1966; 5,372 of which were priority 02 requisitions. These requisitions had been previously back ordered by USARYIS or held up by lack of funding at USARPAC, or both. Inability to replenish ASL's of the AMMC and its supported units in Vietnam has resulted in extensive reliance on "push packages" to prevent further unacceptable increases in zero balances. Push packages have operated well to provide temporary improvements in zero balances but have failed to establish a favorable stockage position on a continuing basis.

h. Reconciliation with USARYIS on a 100% basis has not been possible to date. Without reconciliation or follow up procedures, it has been impossible for the AMMC to determine validity or status of unfilled, open requisitions.

i. Two significant procedures were developed by the AMMC in July 1966 to improve supply support to its customer units. A 100% reconciliation is now furnished to each DSU monthly to include current status on each requisition listed. This is in addition to supplemental status furnished during the month. This procedure will preclude the need for repeated submission of follow ups by supported units and is expected to result in an immediate improvement of supply and supported unit responsiveness to its customers. An additional procedure developed is the preparation and distribution of an AMMC supply catalog, the first of which was distributed to supported units in July 1966. The catalog contains all FSN's on the AMMC's ASL; unit of issue; commodity management code; supply action code; price; and noun. This catalog permits requisitioners to reduce time required in editing. The catalog will be updated quarterly.

j. EAM machine operations at the AMMC are now fully operational, therefore, skilled manhours once required to install equipment or establish mechanized supply systems and procedures, can now be diverted to mechanized supply management. This is expected to result in a continuing improvement in aviation supply support to units in Vietnam. Two 1005 univac machines

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are programmed for use ~~of~~ the AMMC upon arrival in Vietnam. This equipment will further enhance the capability of supply management through a broader diversification of programs.

### 8. (U) SIGNAL:

Lack of adequate, responsive communications facilities continues to be a limiting factor in the effectiveness of the aircraft supply and maintenance operations of this command. Communications requirements are in several categories as follows:

#### a. Telephone:

(1) Certain high-precedence information is most suitable for transmission by telephone. This includes safety-of-flight information, and quick-reaction support requirements for operational missions. For this requirement, commanders and staff officers must have rapid access to long-distance trunks for contact with elements of this Group as well as supported aviation units and lateral and higher headquarters. Because of the great number of headquarters with which telephone communications must be effected, it is impractical to request solo-user circuits. Reliance has been placed, and must be maintained, in the common-user telephone system.

(2) On several occasions, because of inadequate telephone cables and too few instruments, this Headquarters has been virtually without telephone communications for up to 10 days. This has imposed a severe penalty on supported units.

(3) To provide supplemental communications, maximum utilization has been made of the Group's single side band radio net, which provides voice communications between Group Headquarters and the four battalions.

(4) Following the movement of Group Headquarters to its present location in the former USAFV Headquarters compound at Tan Son Nhut on 20 June 1966, there was another prolonged interruption of telephone service caused by a great demand for telephone installers and a very limited capability. This was brought about by the concurrent movement of several major Headquarters. Telephone installation and service in this (Tan Son Nhut) area is a responsibility of the US Air Force.

(5) The outlook for improved telephone service appears to be favorable in view of the present proximity of this Headquarters to the Army and Tan Son Nhut switchboards and the up-grading of long-distance telephone facilities which is understood to be in progress.

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b. Teletype.

(1) In addition to common-user teletype traffic which is passed through message center, there is a requirement for rapid exchange of high precedence traffic between the AMMC and the several aircraft DSU's.

(2) This special-handling traffic consists primarily of information exchanges concerning repair parts and components which are not available at any given support site and which are causing aircraft or major subsystems to be deadlined for parts. Rapid flow of information concerning these EDP items facilitates intensive management of the limited resources and through lateral searches of all supply facilities results in effectively reducing the number of aircraft which are deadlined for parts.

(3) This requirement has been partially filled by a special multipoint teletype loop which interconnects the supply points. Although this loop was initiated in February 1966, as of 31 July 1966, it had not functioned reliably. Even with limited operational status of this special teletype net, much value has been derived. It is hoped that sufficient emphasis will be placed on this important communications facility to render it fully operable and reliable.

c. Data transceiver network.

(1) Based on present volume of supply transactions, and considering the advantages of electrical accounting machine (EAM) operations as opposed to manual supply operations, the supply procedures for support of Army aviation have been established with the intent of utilizing punched cards to the maximum extent possible.

(2) Supply activities will have a key-punch capability; cards will be transmitted and received over common-user data transceiver facilities which are, or will be, located near the aircraft DSU's.

(3) The Manual Data Relay Centers (MDRC) at Nha Trang and Phu Lon will route the cards to the intended recipient and will give the AMMC access to out-of-country circuits.

(4) This data transceiver network is approximately one-third completed and should be fully operational by October 1966.

d. Command and control communications. This command has the normal requirement for command and control communications. There is no organic capability for internal wire communications and only a limited radio capability. The Group has no cryptographic capability. For these requirements, the Group and its subordinate elements are subscribers to the

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common-user communications facilities and are served by the local area communications elements at their respective locations.

### e. Avionics.

(1) Effective 1 May 1966, the 34th General Support Group assumed the supply responsibility for avionics repair parts (formerly a function of the 1st Logistical Command). Initially, because of limitations in storage space and other considerations, 1st Logistical Command retained supply responsibility for Mohawk-peculiar and CH-47-peculiar items. The 34th General Support Group accepted this Mohawk and CH-47 responsibility on 25 July 1966.

(2) Part of the avionics supply and maintenance problem has resulted from inadequate facilities and procedures for compiling, disseminating and recording statistical data. With the formation of the aviation electronics support companies, and the activation within the AMMC of an avionics commodity manager's office, there has been a marked improvement in the type, quantity and quality of management information pertaining to avionics supply and maintenance. The major problems which have been identified in the avionics supply and maintenance area, and the status of action to rectify those problems, are as follows:

(a) The non-availability of sufficient repair parts, especially for AN/APN-158, AN/ARC-54, AN/ARC-51, AN/ARC-102 and AN/ASN-64. ACTION TAKEN: In anticipation of the transfer of avionics supply responsibility from 1st Logistical Command to 34th Group, AMMC submitted requisitions in February 1966 for ASL stockage of these parts. Only a partial fill (about 50%) has been received. Red Ball EDP requisitions have been submitted where appropriate. In early July, research was initiated to develop background on shortages of repair parts for the above mentioned equipment. Draft messages were prepared by the avionics supply officer for dispatch by USARV to USARPAC, USAMC & USAECOM requesting assistance in obtaining critically short repair parts. USARV message Unclassified AVAV-AE 17867, DTG 141030Z July 1966, Subject: AN/ARC-54 Repair Parts; was the first of these messages to be dispatched. USARPAC message GPLO-SM 15759, DTG 190714Z July 1966, same subject, requested USAMC to take action. USAMC message AMC 35803, DTG 271556Z July to USAECOM requested USAECOM to investigate this problem and report status on outstanding EDP and ASL requisition. USAECOM message AMSEL-MR-NICR-O 00279, DTG 301815Z July 1966, same subject, was the reply to USARV. The questions asked in the USARV message concerning delayed Red Ball express receipts, ASL requisition fills, future programmed support for the AN/ARC-54 and additional maintenance float, were all satisfactorily answered. USAECOM commented in this message that one apparent problem area was the backlog of requisitions at 2nd Logistical

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Command, Okinawa. This is verified by the fact that ECOM Philadelphia did not receive many of the initial fill requisitions submitted by the AMIC in February 1966 to Okinawa until June 1966.

1. A second message, Unclassified AVHAV-AE 19/82, DTG 301345Z July, Subject: AN/ARC-51 repair parts, was dispatched by USARV to USARPAC. As of the end of the reporting period no action has been received on this message.

2. A letter was dispatched from this Headquarters on 31 July 1966 to USAECOM's Philadelphia NICP detailing the shortages of AN/ASN-64 repair parts and requesting action be taken to relieve this situation.

3. Messages concerning shortage of AN/APN-158, AN/ARC-102 and C-1611 repair parts are being prepared by the avionics supply officer for USARV dispatch in early August.

(b) The lack of sufficient maintenance float, especially for AN/ARC-51, and AN/ARC-54. ACTION TAKEN: Requisitions have been submitted for sufficient float to increase the quantities to the 20% authorized by SB 11-244. In some cases, such as the AN/ARC-51 and AN/ARC-54, slippages in production have been the underlying cause of non-availability of float stock. Outlook is for production to catch up with requirements in the 2nd Quarter of FY 67.

(c) The provisional status of the two newly-organized aviation electronics support companies results in administrative and command problems, with a resultant diminishing of overall effectiveness. ACTION TAKEN: A study has been made of the overall requirement for avionics supply and maintenance support in Republic of Vietnam to include DS and GS. A recommendation has been submitted for revision of the avionics support structure as follows:

1. Provide tailored avionics DS capability to each aviation unit.

2. Provide back up and area avionics DS through TOE 55-457E (Aircraft DSU).

3. Provide avionics GS through a capable GS unit, consisting of approximately 165 men. These units are to be organized on the basis of one per aircraft GSU.

4. Establish, within the force structure of the US Army, a requirement for avionics GS companies as described in para. (c),

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3 above. This study was submitted to the USARV staff in June for comments and the basic concepts of the study were approved in draft form. The study is currently being put in final form for submission to Commanding General, USARPAC.

### 9. (U) AIRCRAFT ARMAMENT:

a. On 15 May 1966 the 34th Group assumed the responsibility of aircraft armament maintenance and supply in RVN. This new function is accomplished through the organizational structure of the 34th General Support Group, plus the effort of divisional DSU's within the 1st Cavalry Division (AM), the 1st Infantry Division and the 25th Infantry Division.

b. The units involved in the structure under command of the 34th General Support Group are the 58th Transportation Battalion (AM&S), the seven direct support units under the 14th and 765th Transportation Battalions, the two general support units under the 14th and 765th Transportation Battalions, and the 1st Transportation Battalion (Depot) (Seaborne).

c. In order to maintain the continuity of the air armament effort during the transfer of this mission, it was necessary to proceed in two phases.

(1) Phase I. The establishment of the two general support aircraft armament shops and the development of their PLL's and shop stock. This was accomplished by the 15th of June 1966.

(2) Phase II. The establishment of the armament shops, direct exchange equipment and air armament ASL's within the seven DSU's. The four DSU's within the 14th Transportation Battalion (AM&S) have their ASL's on requisition and are accomplishing aircraft armament installation and maintenance. The DSU's within the 765th Transportation Battalion (AM&S) will have their ASL requisitions submitted by 1 August 1966 and will be prepared to accept armament maintenance responsibility by 15 August 1966.

d. On 15 May 1966, the 58th Transportation Battalion (AMMC) assumed the aircraft armament supply responsibility and presently is managing an ASL of 1300 armament-peculiar line items plus 1000 common line items. During the first few weeks of supply responsibility, the AMMC was at 97% zero balance on air armament items. On 31 July 1966, air armament had been reduced to 42.6% zero balance with a definite trend in reducing the zero balances. During the supply transition period, the results of EDP Red Ball requisitioning have been outstanding.

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### SECTION II

#### COMMANDERS OBSERVATION AND RECOMMENDATION

##### 1. (U) PART I - OBSERVATIONS (LESSONS LEARNED)

###### a. Training.

(1) ITEM: Army Aircraft Mobile Technical Assistance Program (AAMTAP)

(2) DISCUSSION:

(a) With the large increase in the number of Army aircraft, the quality and experience level of aircraft mechanics has decreased. The AAMTAP school is designed to update and increase the knowledge level of personnel that already have a working knowledge of the basic aircraft or specific items e. g., engines.

(b) Requests have been submitted as to the need of AAMTAP in RVN e.g., double courses are needed now in the UH-1 airframe; CH-47 airframe; T-53 gas turbine engine; and the T-55 gas turbine engine.

(c) Facilities to accommodate this increase in AAMTAP are available now.

(3) OBSERVATION: AAMTAP instruction is filling a vital role in aircraft maintenance in RVN. Higher headquarters must realize AAMTAP's importance and place command emphasis to expedite the increase of AAMTAP instructors.

###### b. Aircraft Maintenance:

(1) ITEM: CH-47A non-provisioned structural repair parts acquisition methods.

(2) DISCUSSION: Structural damage to CH-47 helicopters in RVN created problems in the supply system since there was no method of identification of the damaged structural parts. A simple procedure using a book of exploded diagrams and instructions to color the damaged areas has provided the manufacturer and the National Inventory Control Point with a fast and easy identification method.

(3) OBSERVATION: Use of this procedure will reduce the length of time CH-47A are deadlined for parts.

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### c. Publications.

- (1) ITEM: Urgent action technical bulletins.
- (2) DISCUSSION: Previous information of this type was normally transmitted by message and required retransmissions in RVN by 34th Group. On numerous occasions messages became garbled in transmission and many times resulted in telephonic requests for clarification. Now all such bulletins are air-mailed in complete form and sufficient quantities to 34th Group for distribution.
- (3) OBSERVATION: There have been four such bulletins processed in this manner and no problem areas have developed.

### d. Reports.

- (1) ITEM: 1352 Consolidation Report.
- (2) DISCUSSION: All DA Form 1352, Army Aircraft Inventory, Status, and Flying Time Reports, submitted from RVN aviation units are consolidated by 34th Group. Due to the volume of the reports, the use of EAM procedures was required to make the consolidation. An original machine program established by APJ - Star was modified and the report now is completed and published prior to the 15th of the month following the report period, instead of the 25th of the month as previously experienced. Information from this consolidated report is used as the basic planning guide for maintenance management on Army aircraft in RVN.
- (3) OBSERVATION: Use of EAM procedures instead of manual has enabled planning information to be available in a timely and accurate manner.

### e. Off-loading of Army aircraft.

- (1) ITEM: Off-loading of Army aircraft being shipped into South Vietnam by surface means.
- (2) DISCUSSION: Prior to June 1966 all fixed wing, twin engine aircraft were required to be off-loaded at some port in the Far East rather than in Vietnam. CV-2B aircraft were normally flown from CONUS and did not move by surface shipment; however, U-8 and OV-1 aircraft were routinely shipped by surface means and maintenance crews and pilots were required to travel to a port, normally in the Philippines. This required excessive time, expense, and loss of critical manpower. Improvement in port facilities at Vung Tau and the addition of adequately trained port

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personnel have alleviated the requirement to off-load any aircraft in other than South Vietnam.

(3) OBSERVATION: Since unloading all aircraft has begun at Vung Tau, there have been no problems areas developed and no losses due to mishandling. Future inputs of aircraft normally will be directed into the port of Vung Tau.

f. Aircraft transfers.

(1) ITEM: Transfers of Army aircraft.

(2) DISCUSSION: Aircraft transfer actions became quite involved as a result of too many people issuing transfer instructions through different channels. Numerous changes in priorities, units involved and aircraft types and serial numbers necessitate frequent TWX amendments and changes in verbal instructions to units involved.

(3) OBSERVATION: By establishing a single point of contact (USARV, G4, Supply Division) considerable improvement has been noted in this area. Aircraft transfers are now effected only after direction of USARV, G4. All inquiries reference aircraft priorities, changes in type aircraft, request for additional aircraft and similar type problems are referred to USARV Aviation. Proposed actions are coordinated with USARV, G4 prior to issue of actual transfer instructions to AMMC.

g. Aircraft supply.

(1) ITEM: Retrograde of aircraft reparable.

(2) DISCUSSION: The critical world-wide shortage of aircraft components requires maximum attention to be devoted to the prompt return of all reparable items to designated repair facilities in-country or to CONUS for rebuild or overhaul. This problem is compounded in Vietnam by the denied use of MSR's resulting in complete dependence on air evacuation. Tonnages involved is approximate 400 ton per month, which compete with incoming cargo for movement in-country, or with tactical air requirements.

(3) OBSERVATION:

(a) Most units responsible for evacuation of reparable lack qualified packing and crating personnel and sufficient materials to handle reparable of this volume efficiently.

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(b) Force structures for Field Armies utilizing extensive numbers of Army aircraft should include recovery and classification companies capable of fielding teams to prepare reparables for shipment into a central collection point for evacuation.

h. Aviation materiel management.

(1) ITEM: Requirement for specialized skills.

(2) DISCUSSION: The scope and complexities of aircraft supply support, to include avionics and armament, in Vietnam requires a concept of management employing materiel managers, commodity-oriented to specific end-items, with responsibility for the application of both maintenance and supply techniques to establish and maintain a proper logistical posture. The effectiveness of this management concept has become increasingly apparent in Vietnam.

(3) OBSERVATION: Present personnel classification specialties, aircraft, avionics, or armament supply career fields, and related supply training does not develop qualified commodity managers.

i. Aviation electronics support companies.

(1) ITEM: Provisional status of the aviator electronics support companies.

(2) DISCUSSION:

(a) To fill an immediate requirement for avionics general support in RVN, two aviation electronics support companies were organized by USAFV General Order 1397 dated 6 March 1966. These companies have assumed and are performing the mission as stated in cited General Order: "To provide Aviation Electronics General Support Maintenance and Supply for US Army aircraft and supporting equipment in the Republic of Vietnam".

(b) The effectiveness of these units is limited by the MOS and grade structure of the RL teams and other DS type avionics personnel which were utilized as the basis for these units. Their effectiveness is further reduced by their provisional status; for example, separate morning reports must be maintained for each of the 17 separate RL teams which are consolidated into these units; property accountability is a considerable problem, and there are other administrative difficulties such as personnel requisitions and promotion authority.

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### (3) OBSERVATION:

(a) The aviation electronics support companies are fulfilling a vital mission in the support of Army aviation in RVN. Their effectiveness would be greatly enhanced with a TO&E of proper structure.

(b) The validity of separate, capable avionics GS units having been established, and the concept proven in actual operation, establishment of a requirement for such units within the US Army's force structure is essential.

(c) During May and June a study was conducted to determine the type TO&E to be used in forming force structure avionics DS and GS units. This study is currently being staffed through Headquarters, USARV.

### j. Shortage of avionics repair parts:

(1) ITEM: Serious shortage of certain avionics repair parts.

(2) DISCUSSION: Despite repeated efforts, to include both routine and Red Ball requisitions, there is an increasing problem in obtaining repair parts for certain avionics items. This problem has existed for some months and has been alleviated from time to time by the receipt of "Push Packages". Extraordinary procedures have been implemented, such as special direct procurement of avionics repair parts for RVN by the Sacramento Army Depot. This particular solution worked quite well; the response time was better than any other method to include Red Ball. However, this authority was withdrawn in January 1966 and efforts to reinstate this direct purchase have been to no avail. Meanwhile, vigorous action has been initiated and sustained to obtain a stock of these parts.

(3) OBSERVATION: This shortage of repair parts has been adequately documented by this command. The only additional action which appears to be appropriate is continued command follow up to obtain expedited fill on requisitions which have been submitted.

### k. Aircraft armament subsystems:

(1) ITEM: Armament subsystems (float)

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### (2) DISCUSSION:

(a) Past distribution procedures were to issue the float armament systems to the tactical units and let the units maintain them. There were several good reasons for doing this at the time.

1. Shortage of and difficulty of issuing equipment.
2. Difficulty in obtaining back up maintenance and parts.
3. The armament shop with the DX aircraft armament equipment was located too distant from the customer.

(b) On 15th May 1966, the aircraft armament maintenance and supply mission was transferred to the 34th General Support Group (AM&S). The concept is to decentralize the armament maintenance and supply mission within the two GSU's and seven DSU's under the Group.

(c) In the distribution of all future armament subsystems to tactical units in Republic of Vietnam, the theatre float subsystems, set at 10% of the total, will be kept at depot (AMMC) level or at DSU level. This will be accomplished for the following reasons:

1. To control aircraft armament float stock.
2. To determine accurately quantity of float stock on hand in serviceable condition.
3. To ease distribution to the customer i.e., to replace a combat loss or crash damaged system.
4. To provide rapid response to all users.

(d) Under the 34th Group aircraft armament concept of operation, the previous reasons for distribution of the float armament systems to the users are eliminated in that:

1. Serviceable aircraft armament float subsystems should always be on hand in sufficient quantities. This will be accomplished through improved programming.
2. Back up armament maintenance and DX support will be readily available to the customer.
3. Aircraft armament parts are available through the AMMC to the DSU's for all supported units.

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(3) OBSERVATIONS:

(a) During the past three months it has been virtually impossible to determine the number of serviceable float subsystems at unit level.

(b) Units are hesitant to report these float subsystems in that they do not want to lose them.

(c) All attempts to recover float subsystems from tactical units in order to outfit new gun platoons have failed.

(d) When float armament subsystems are issued to the user, they are lost to the theatre as float armament systems.

(e) In order to correct or eliminate the short comings noted above, the procedures pertaining to issuing air armament float subsystems were changed. All float air armament subsystems are now being retained in the AHMC or DSU's. The procedures for requisitioning float subsystems to replace combat losses or systems lost on crash damaged aircraft are equitable and responsive to all combat units.

1. Shortage of avionics maintenance float.

(1) ITEM: Serious shortage of maintenance float for certain avionics equipment.

(2) DISCUSSION: SB11-244 authorizes a 20% maintenance float for avionics equipment. On certain avionics items in VI, the float stock is down to 5%. This shortage is a result of several factors:

(a) Production of avionics and items has lagged far behind the programmed schedule.

(b) Much of the float which was received in VI has been used to replace like items which were destroyed or salvaged.

(c) Some float stock has been installed as "extra aircraft radios" such as in airborne command consoles.

(d) Float stock has been installed in airfield control towers.

With the widely dispersed operational units, together with poor transportation and communication, adequate maintenance float is badly needed to assure operational readiness. This shortage is most pronounced on the AF/ARC 51 and AF/ARC 54.

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(3) OBSERVATION:

(a) Better control must be exercised over float assets.

(b) In an effort to provide more positive control of float assets, Headquarters, USARV, at the request of this office, dispatched on 24 June 1966 a letter to all units possessing aircraft, requesting that each unit submit to Headquarters, 34th General Support Group (AM&S) an avionics configuration report by aircraft tail number. As of the end of the reporting period most units have complied with this request. This information is being compiled and will be used to determine repair parts stockage levels as well as maintenance float stockage levels.

2. (U) PART II - RECOMMENDATIONS

a. That an appropriate expansion of aircraft supply career fields be accomplished to provide aircraft supply, avionics and armament commodity management, both officer and enlisted, and that personnel so designated be employed in key commodity management positions in ICP's and NCP's.

b. That plans for employment of Army aviation in future military operations recognized and include a capability to operate, as well as supply, critical aircraft components in an expeditions manner.

c. That continuous command emphasis be given to ensure that personnel fill for AMC be provided at the earliest possible time.

d. That avionics maintenance float be provided at the earliest possible date.

e. That avionics repair parts be provided at the earliest possible date.

f. That command approval of the recommendations submitted in the study pertaining to avionics supply and maintenance structure be expedited.

g. That command emphasis be placed to ensure that operating units abide by instructions concerning all depot maintenance programs to further reduce time required to ship aircraft from Republic of Vietnam.

h. That closer coordination be made between CONUS agencies shipping MWO kits and RVN to eliminate failure of kits to arrive on schedule.

i. That CONUS be advised to give more emphasis to urgent theatre requirements such as one-time inspections e.g., residual blade inspection.

j. That upon assignment of specific mission to a provisional type unit, be considered authorized by the command to which it

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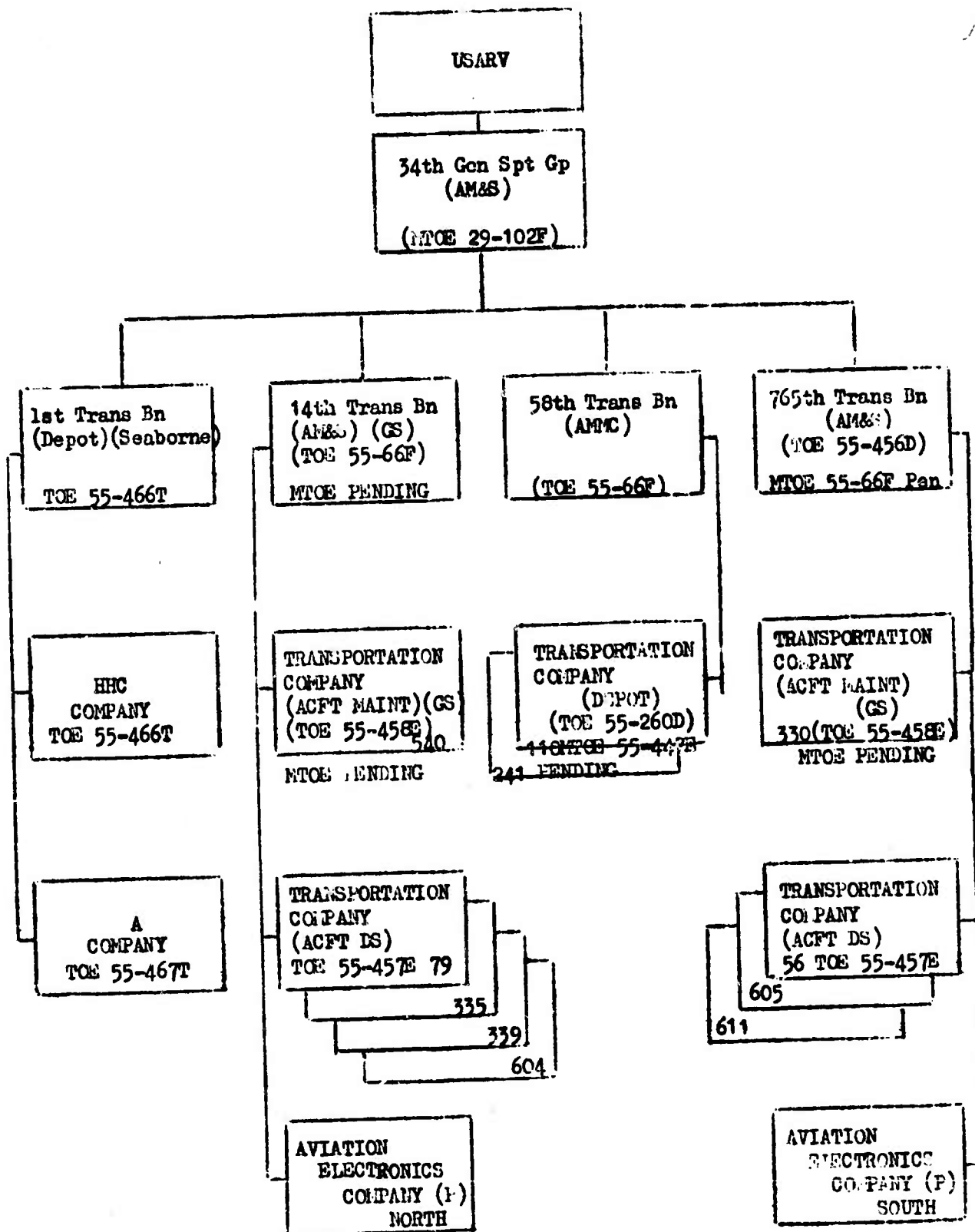
is assigned. In this respect, requisitions for replacement personnel would be the responsibility of the command exercising administrative control of the units. Furthermore, personnel fills to provisional and TD units should be made immediately or as soon as possible after assignment of the mission.



EDWARD L. BURCHELL  
Colonel, TC  
Commanding

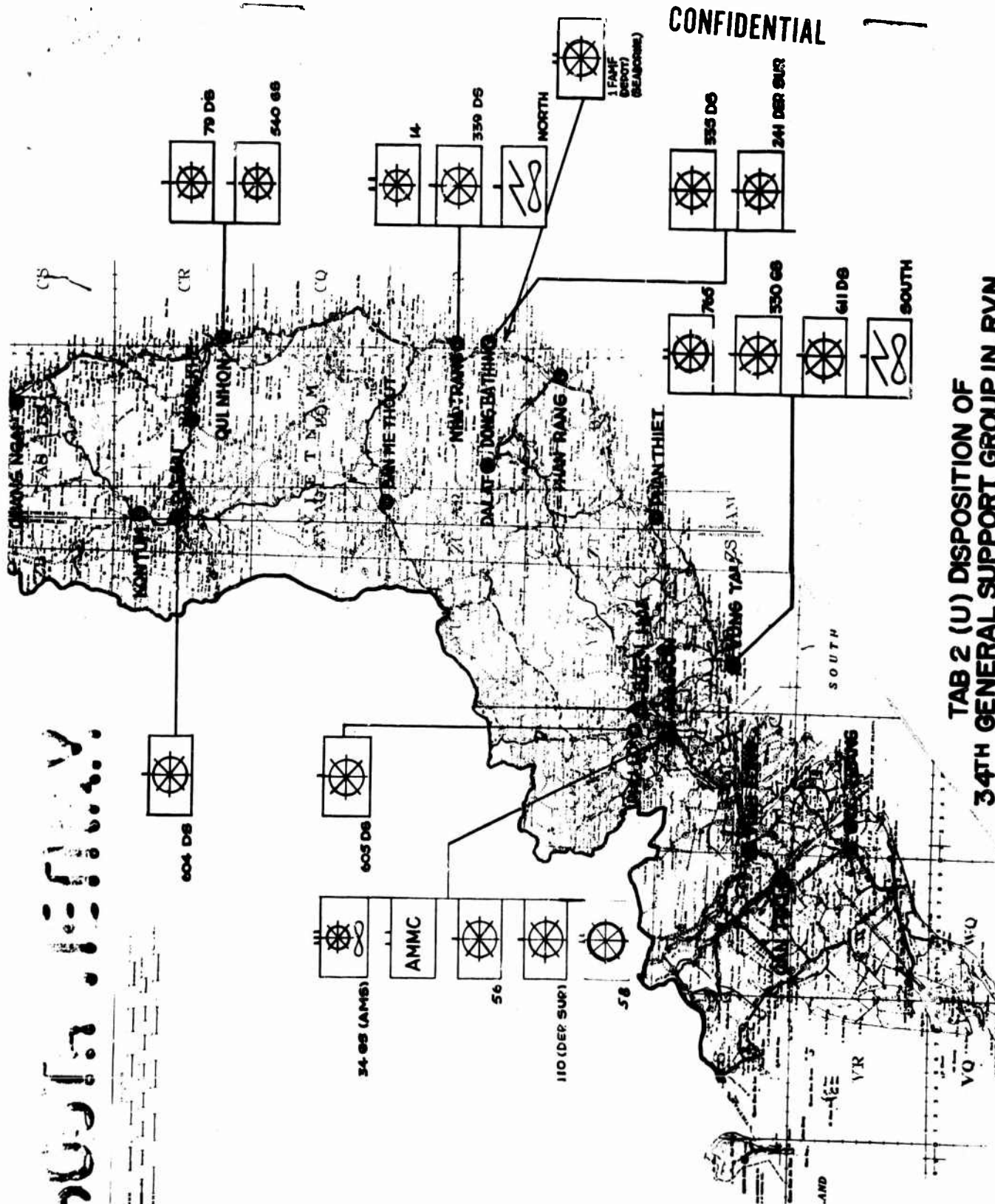
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Tab 1 (U) Organization of 34th General Support Group (AM&S)

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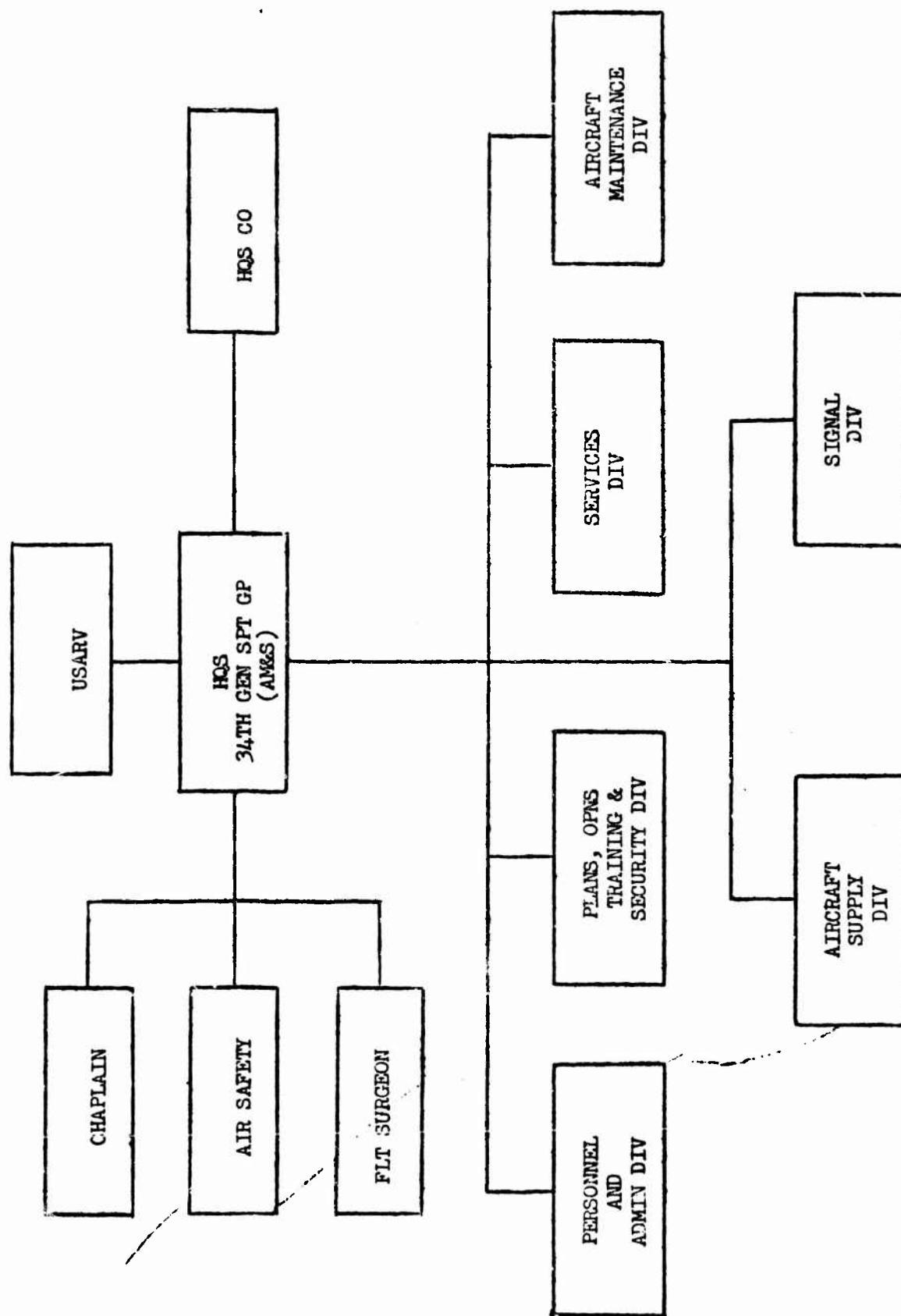


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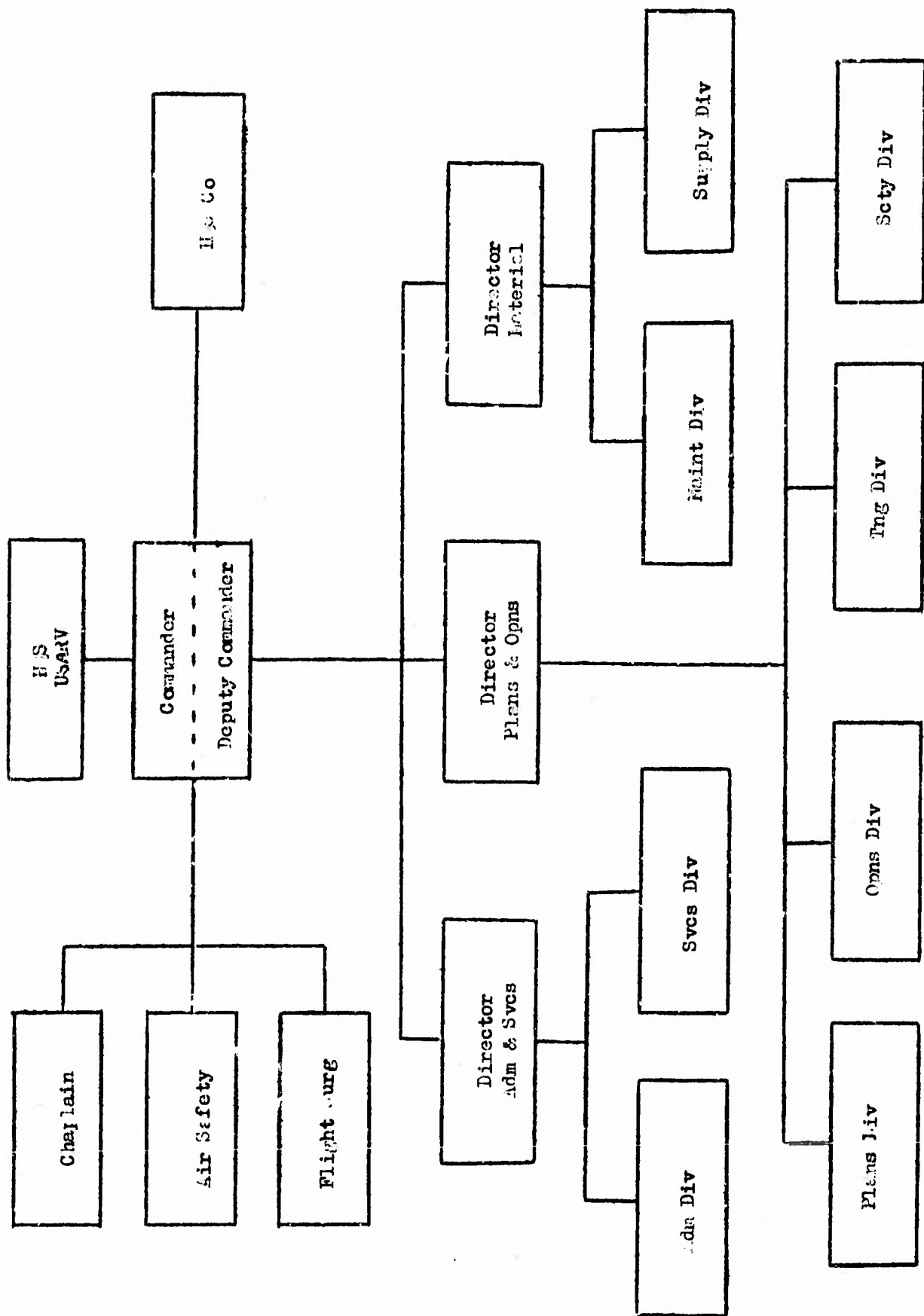
TAB 2 (U) DISPOSITION OF  
34TH GENERAL SUPPORT GROUP IN RVN

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Tab 3. (U) STAFF ORGANIZATION AS OF 18 JUNE 1966



Tab 4 (U) STAFF ORGANIZATION AS OF 19 JUNE 1966

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## STATUS OF AIRCRAFT SYSTEMS CONTRACT TECHNICIANS

<u>COMPANY</u>	<u># IN RVN</u>	<u># TECHNICIANS/ASSIGNED</u>	<u>ADDITIONAL DUE IN FY67</u>
Aeroquip	2	1 - 765th Trans Bn 1 - 1st Cav Div	None
Bell Helicopter	11	2 - 34th Gen Spt Gp 2 - 765th Trans Bn 2 - 14th Trans Bn 4 - 1st Cav Div 1 - 145th Avn Bn	+6
Boeing Vertol	14	2 - 147th Avn Co 2 - 178th Avn Co 7 - 1st Cav Div 1 - 58th Trans Bn (AMMC) 1 - 53rd Trans Det 1 - 179th Avn Co	+2
Chandler Evans	1	1 - 765th Trans Bn	+2
Dehavilland	2	1 - 14th Trans Bn 1 - 765th Trans Bn	None
Hamilton Std	5	3 - 765th Trans Bn 1 - 14th Trans Bn 1 - 1st Cav Div	None
Lycoming	15	2 - 34th Gen Spt Gp 1 - 14th Trans Bn 4 - 765th Trans Bn 1 - 145th Avn Bn 7 - 1st Cav Div	+7
Sikorsky	2	2 - 1st Cav Div	None
Solar (IHC)	1	1 - 1st Cav Div	None
Vickers Inc (Sperry)	2	1 - 765th Trans Bn 1 - 1st Cav Div	None
Pratt & Whitney	2	1 - 34th Gen Spt Gp 1 - 1st Cav Div	None
Hughes	0		4
Allison	0		4

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TAB 8 (u)

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**NOTE:**

1. Contract Technicians approved through 31 December 1966.
2. FY67 increases are expected to be filled soon.
3. As increases arrive, Bell, Boeing & Lycoming Technicians will be assigned to areas that will provide best coverage depending upon densities of aircraft involved.
4. Coverage after 31 December 1966 unknown, possibly technicians will be replaced by DAC's.

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14557

AVHGC-DH (15 August 1966) 1st Ind  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 July 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96397 10 NOV 1966

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT  
APO 96558

1. (U) The Operational Report-Lessons Learned submitted by the 34th General Support Group (AM&S) for the quarter ending 31 July 1966 is forwarded herewith.
2. (U) Concur with the comments contained in the basic report.
3. (U) Reference Section I, Paragraph 3a; Section II, Part II, Paragraph 2j: Ninety-three additional spaces for Aviation Materiel Management Center (AMMC) have been validated by JCS. Instructions are being issued to submit the complete Table of Distribution and Allowances (TDA) to DA for approval.
4. (U) Reference Section I, Paragraph 3b; Section II, Part II, Paragraph 2c: Provisional unit personnel spaces must be filled by personnel assigned to a TOE or TDA unit. Fifteen officer and EM, as indicated in Headquarters USARV General Order Number 134 dated 26 February 1966, will be assigned to 34th General Support Group when they are available. Authority to requisition is contingent upon receiving authority from USARPAC to requisition against the TDA approved by JCS.
5. (U) Reference Section I, Paragraph 3e: MOS's in this unit which are still critical include:

<u>MOS</u>	<u>AUTH</u>	<u>ASG</u>	<u>SHORT</u>
56B20	66	40	26
67W20	82	61.	21

There is a world-wide shortage of MOS 67W20. Shortage of MOS 56B20 is command-wide.

6. (C) Reference Section I, Paragraph 4b: The 610 Transportation Company, Aircraft, General Support arrived at Cam Ranh Bay on 1 October 1966. The 608th Transportation Company, Aircraft, Direct Support is scheduled to arrive RVN in July 1967.

7. (U) Reference Section I, Paragraph 5c: An additional CH-13 team has been requested. ETA is 4 November 1966. All other teams are in-country.

DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

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AVHGC-DH (15 August 1966)

1st Ind

10 NOV 1966

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 July 1966 (RCS CSFOR-65)

8. (U) Reference Section I, Paragraph 6b(3): Publication has been completed on a USARV regulation for Aircraft Depot Maintenance; a USARV regulation on Maintenance Float Aircraft is in final stages of publication; work is continuing on the publication of a regulation governing Depot Stock Aircraft.

9. (U) Reference Section I, Paragraph 6b(10)d; Section II, Part II, Paragraph 2h: Most of the required MWO kits have not been received; however, the situation is improving slowly.

10. (U) Reference Section I, Paragraph 7f; Section II, Part II, Paragraph a: Headquarters, 34th General Support Group has been requested to submit recommendations for changes to AR 611-101 and 611-201.

11. (U) Reference Section I, Paragraph 7g and 9d: Continued improvement has been noted in ASL supply fill since preparation of basic report. Refinement of AMMC supply procedures and improved supply responsiveness by CONUS national inventory control points have accounted for this improvement.

12. (U) Reference Section I, Paragraph 7h: The need for a reconciliation of requisitions with 2d Logistical Command is recognized. Based upon information provided by 2d Logistical Command, it is anticipated that a reconciliation will be performed in November 1966. This reconciliation should alleviate the problems discussed in Section I, Paragraph 8e(2)(a).

13. (U) Reference Section I, Paragraph 8a and 8b:

a. The 34th Group has moved to the old USARV Headquarters area near Tan Son Nhut. The problems cited in the paragraph 8a no longer exist.

b. Action is being initiated by 1st Signal Brigade to improve the reliability of the two circuits by reviewing the routing and configuration of the network, and by improvement of the established procedures for maintenance support at each location within the network.

14. (U) Reference Section II, Part I, Paragraph 1a(3): This headquarters has recognized the vital importance of Army Aircraft Mobile Technical Assistance Program (AAMTAP) instruction and concurred with scheduling additional courses during the present fiscal year.

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AVHGC-DH (15 August 1966)

1st Ind

10 NOV 1966

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 July 1966 (RCS CSFOR-65) (U)

15. (U) Reference Section II, Part I, Paragraph 1g(3); Part II, Paragraph b: There is a shortage of personnel who are qualified to prepare repairable material for evacuation. The discussion in paragraph 1g(2) and the recommendation in paragraph 2b should be forwarded to USACDC for evaluation and study.

16. (U) Reference Section II, Part I, Paragraph 1(3)(c): Staff Study and MTOE for Avionics is being staffed at this headquarters.

FOR THE COMMANDER:



R. J. THORNTON

1st Lt, AGC

Asst Adjutant General

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GPOP-OT(15 Aug 66) 2d Ind (U)  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 July 1966 (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 29 DEC 1966

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. This headquarters concurs in the basic report as indorsed.
2. Reference paragraph 3e Section 1 of basic report and paragraph 5, 1st Indorsement: As of 31 October 1966, USARV was overstrength on a command-wide basis in all the MOS listed in TAB 7 of the basic report except for 56B (auth 918 - asg 566) and 67N (auth 334 - asg 220). Both MOS are listed in DA Circular 611-4, 7 September 1966, as being short on an army-wide basis.
3. Reference paragraphs 2c and 2j Section II of basic report and paragraphs 3 and 4, 1st Indorsement: No TDA for the Aviation Materiel Management Center has yet been received at this headquarters. USARV has authority to submit requisitions against pending TDA, but will not receive the personnel until final approval of the TDA by Department of the Army.
4. Reference paragraph 12, 1st Indorsement: Reconciliation of dues-in and dues-out is in the final stages of completion between 2d Logistic Command and CONUS NICPs. After completion, 2d Logistic Command will reconcile with USARV. In January 1967, 2d Logistic Command will participate in a world-wide reconciliation with CONUS and then with USARV. These reconciliations will continue on a quarterly basis through FY 68 and should alleviate many of the supply problems discussed in the basic report.
5. Reference paragraph 7e Section 1, basic report: Direct requisitioning to USAAVCOM on CH-47 as well as UH-1 and CV-2 peculiar parts is now authorized and USARV is aware of this procedure.

FOR THE COMMANDER IN CHIEF:

  
L. L. CHAPPELL  
MAJ, AGC  
Asst AG

REGRADDED UNCLASSIFIED WHEN  
SEPARATED FROM CLASSIFIED  
INCLOSURE(S) \_\_\_\_\_

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